Volume 2, Number 4 Spring 1991

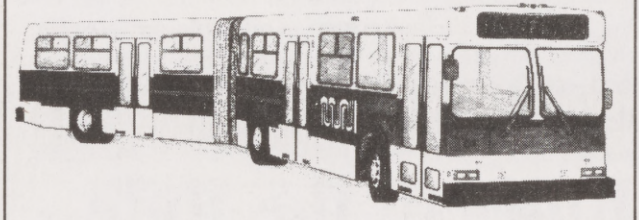
MUNITIMES

New "Artic" Diesels Arrive

Muni Expands its Fleet

Say hello to Muni's new fleet of articulated diesel buses. The "artics," originally scheduled to be delivered by the end of 1990, have arrived. The new fleet of 24 vehicles should be in service sometime in May after operator training takes place.

The articulated diesels were manufactured by New Flyer Industries of Winnipeg, Canada, at a cost of about $282,000 apiece. They will be used primarily on the 15 Third line and as back-ups on lines that already use articulated diesel coaches, such as the 9X, 38 and 38L.



An artist's rendering of Muni's new "artic" diesel.

Similar to the designs Muni has incorporated on other new vehicles, the buses come equipped with dual-stream doors, single side seating and wheelchair lifts. They are also painted with a graffiti-resistant type of paint. The bus's exhaust pipe is vented out the roof rather than out the side or back, so that when the windows are open, passengers will not be subjected to exhaust fumes.

continued on back panel

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Dear Rider,

Spring is here and with it, we welcome the long-awaited rains and the gradual return to peace following the war in the Middle East. In San Francisco, this spring brings with it, not only showers, but a number of other positive events for Muni. Our new fleet of articulated diesel buses has arrived, our Graffiti Prevention Program has expanded, longtime Muni supporter H. Welton Flynn has been reappointed to the PUC, and Muni has received yet another transit award for outstanding performance.

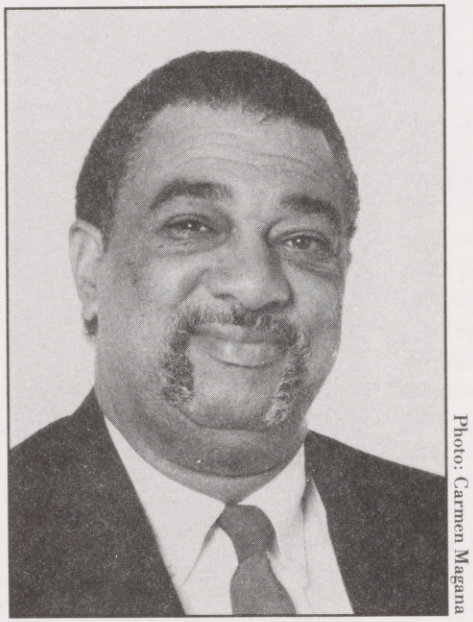


Photo: Carmen Magana

Johnny Stein.

This issue of the *Muni Times* will describe these stories and more to you. You'll also read some interesting transit history in "A Blast from the Past," learn why it's a dog's world on some Muni buses in "Rules of the Ride," and the "Did You Know" column reveals some mileage figures you probably never thought about. In addition, "Behind the Scenes," will give you a glimpse at what goes into the training of a Muni driver.
I hope you enjoy learning about Muni through the *Muni Times*. As always, I welcome your comments and interest.

Sincerely,
Johnny Stein
General Manager

Letter to the Editor

Dear Muni Times:

I have an idea for eliminating the graffiti problem on our transit coaches. Paint the coaches with a theme from the area they serve. For example, the 14 Mission could have a Latin theme, the 8 Market could have a downtown motif and the Haight bus could reflect the Haight Street atmosphere. With the transit system painted to reflect the area it served, it would help the passengers unfamiliar with the Muni system to identify their destination. Muni could turn this into a community celebration... and offer a contest with residents of each area submitting designs for the coaches in their neighborhood. This community project could instill pride in our transit coaches and reduce the desire to deface them.

Greg Nicholson

Dear Greg Nicholson,

Thanks for your idea. Muni's vehicles are not confined to neighborhoods, but travel all over the City. A bus serving one neighborhood one day might be in a completely different neighborhood the next. As festive and positive as your idea is, it wouldn't work because of the way Muni buses serve SF. – ed.

Those Awards Keep Coming

Muni Lauded Again

The North American Transit Research Group of Springfield, Massachusetts has awarded Muni the 1990 National Transit Performance Award. The award is presented to American transit systems that have achieved exceptional results in (1) service quality, (2) operating efficiency, (3) service effectiveness and (4) cost effectiveness. The award is based on the results of an independent, national study which looks at certified data furnished by each transit system to the Urban Mass Transportation Administration.

Muni received three awards: two for service effectiveness for motor bus and light rail operation and one Total Performance Award recognizing the superior overall performance of Muni's trolley coach operation in the four categories mentioned above.

Graffiti Prevention Forges Ahead

New Programs Begin

The recent gift of $75,000 from Pacific Telesis to Muni's Graffiti Prevention Program has enabled Muni to expand its efforts beyond vehicle clean-up to include some other important areas.

Foremost are the newly instituted Parent and Youth Sessions (PAYS) conducted jointly by Community Board and Graffiti Prevention counselors to assist graffiti offenders in realizing their mistakes and helping them to figure out alternative behaviors. Youth, who have been cited for graffiti offenses with a minimum of 18 hours of community service to complete, are eligible for the program, which also includes graffiti clean-up sessions throughout SF. The two-hour PAYS session includes presentations on graffiti vandalism, its legal and financial consequences, discussion groups and a preparation for graffiti clean-up.

In addition, Transportation Displays Incorporated, Muni's bus advertising company, has donated 300 interior bus ad spaces to Graffiti Prevention's new "Positune" program. "Positunes" are positive messages created in the form of words or graphics by local middle and high school students, which will be displayed on Muni passenger vehicles. The first round will come from students at Luther Burbank Middle School. Look for them this spring.

Finally, Graffiti Prevention youth counselors are taking an inventory of areas within SF where there is a high incidence of graffiti so that clean-up can start right away.

Graffiti Prevention is working with the Department of Public Works, the SFPD and other city agencies to come up with a comprehensive list of sites, including telephone booths and mail boxes, which in addition to Muni buses, will be targeted for clean-up.

Did You Know...

Muni operates 78 lines – 53 motor coach lines, 17 trolley coach lines, 5 Metro lines, and 3 cable car lines. The combined round-trip mileage of these lines is 997.9 miles, the approximate mileage from San Francisco to Seattle.

H. Welton Flynn Reapointed to PUC

He has served for 20 years

In February, Mayor Art Agnos reappointed San Francisco accountant H. Welton Flynn to the San Francisco Public Utilities Commission, which oversees Muni, the SF Water Department and Hetch Hetchy. Flynn has the dual distinction of being the first black appointed to a SF city commission and of having served on a SF city commission longer than any other person. He was first appointed in 1970.

Photo: Joshua Rotsten

PUC Commissioner H. Welton Flynn.

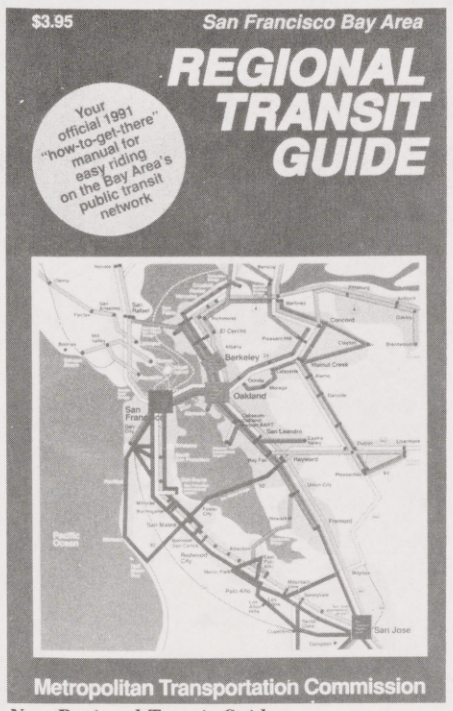
During his tenure, Flynn has served under four mayors and has been elected President of the PUC by his fellow commissioners on six different occasions. His major accomplishments have been in the area of affirmative action for women and minorities in city employment and in enabling more women-owned and minority-owned firms to obtain city contracts through the PUC.

Flynn has used his skills as a Certified Public Accountant to help guide several Muni Capital Improvement Program projects to completion, including the $300 million Muni Metro construction project, the $65 million Cable Car Restoration, and the construction of a $27.3 million motor coach division named in his honor.

Flynn's long experience as a commissioner, his intimate knowledge of San Francisco government, and his proven leadership abilities are now, more than ever, needed to meet the budgetary challenges facing SF.

New *Regional Transit Guide* Available

A Must for Bay Area Transit Users


$3.95
San Francisco Bay Area
REGIONAL TRANSIT GUIDE
Your official 1991 "how-to-get-there" manual for easy riding on the Bay Area's public transit network
Metropolitan Transportation Commission

New Regional Transit Guide.

The 1991 *Regional Transit Guide*, published by the Metropolitan Transportation Commission, is now on sale. The *Guide*, now in its fourth edition, is an invaluable resource for public transit passengers.

It includes updated information on all the Bay Area's transit agencies, with easy-to-understand maps and text that describe routes, fares, transfer points and hours of service.

The *Guide* features the Bay Area's major carriers including Muni, AC Transit, BART, CalTrain, Central Contra Costa County Connection, Golden Gate Transit, SamTrans, and Santa Clara County Transit, as well as 100 smaller agencies in nearby counties.

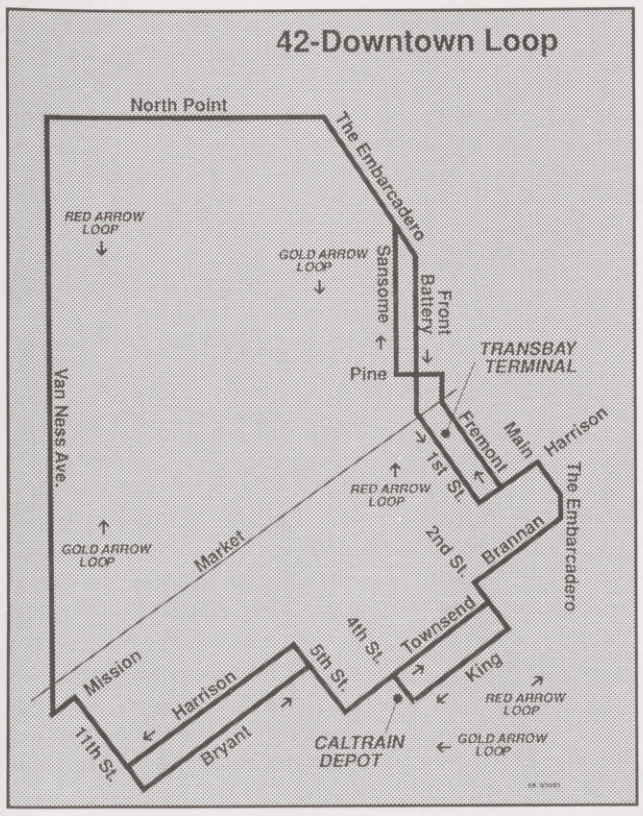
Get your *Guide* today. It retails for $3.95 at Bay Area bookstores and can also be obtained from the Metropolitan Transportation Commission, 101 Eighth Street, Oakland.

On the Move

42 Downtown Loop Rerouted

The 42 Downtown Loop has been rerouted as of Saturday, March 30th, between the CalTrain Depot at Fourth and Townsend and the Transbay Terminal at First and Mission, to provide better service to the South Beach area. South Beach is located between Bryant and Brannan, east of Second Street.

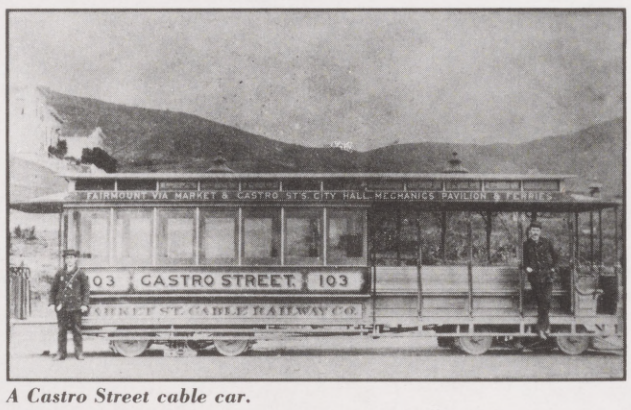
In the "Red Arrow Loop" direction, which travels toward the Financial District, the 42 now runs on Townsend, Second Street, Brannan, The Embarcadero, Main, Harrison and Fremont, and then continues on its regular route. In the "Gold Arrow Loop" direction, which travels toward Van Ness Avenue, the 42 now runs on First Street, Harrison, Main, The Embarcadero, Brannan and Second Street and then continues on its regular route to the CalTrain Depot.



New 42 Downtown Loop.

A Blast From the Past

Cable Cars on Castro Street



A Castro Street cable car.

After the 1906 earthquake, electric streetcar service replaced cable car service on many of the City's transit lines. One street that retained cable car service, however, was Castro because the Castro hill was too steep for streetcars. Cable car service ran on Castro over the hill between 18th and 26th Streets from 1887 to 1941, when it was discontinued in favor of the 24 gasoline bus line. The Castro Street cable car line was called the "dinky" because it was so short. An interesting fact is that the powerhouse and cable car barn for this line were located at Castro and 25th, where Walgreen's now stands, and where prior to Walgreen's, the Little Bell Market used to be.

Rules of the Ride

If you see dogs on Muni buses and wonder why they're there, here are the rules. Signal dogs for the hearing impaired, service dogs for the physically disabled and guide dogs for the blind may ride Muni free, at any time, leashed but unmuzzled, and there is no limit to the number of such dogs on any one Muni vehicle at a time. The rule for pet dogs, however, is that owners must pay the same fare for the dog as they do for themselves, that these dogs may only ride during off-peak hours, that they must be both muzzled and leashed, and that there may only be one dog per vehicle at a time.

Behind the Scenes

When you board a Muni bus and greet your driver, you probably never think about how that person became a Muni operator. Well, it doesn't happen overnight. All prospective drivers must first pass a thorough application process through the Civil Service Commission, which includes a background and driving record check as well as a written examination. Once a driver passes the Civil Service exam, he or she is placed on an eligible training list until the next available New Driver Training Class begins.

Photo: Kurt Wong

A Muni trainer shows his students how to inspect a bus for safety before driving it.

New operator training is a 35-day program combining classroom and actual on-vehicle instruction. All Muni drivers are trained to know how to operate a standard, 40-foot diesel bus first. Once drivers have mastered diesel operation, they are assigned also to be trained on trolley coaches or 60-foot articulated diesels.

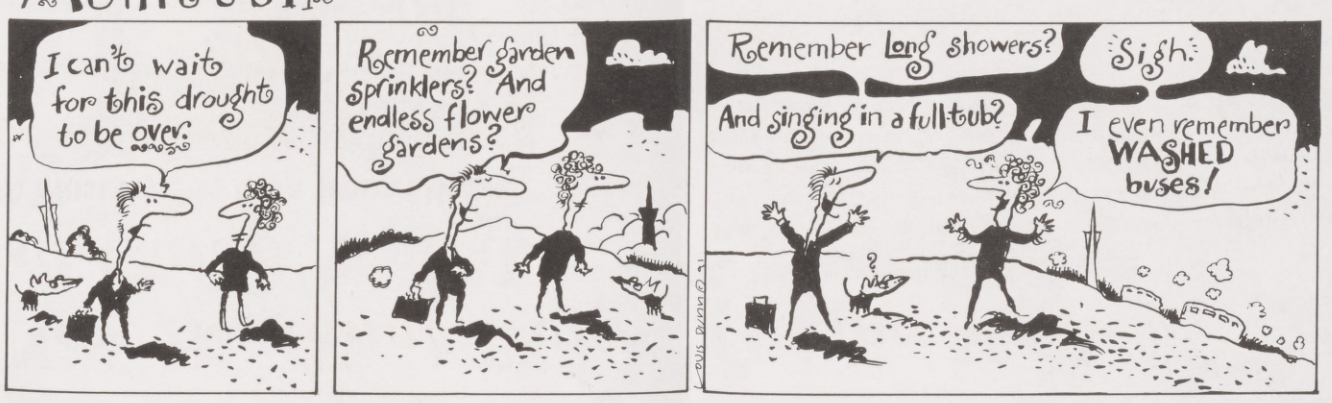
First time drivers are not trained how to operate cable cars or light rail vehicles, which remains a job for more experienced operators with high seniority. Once drivers have more experience, they may elect to operate this rail equipment, at which time they would receive additional training.

Muni Stops Washing Buses

Spot Cleaning to Continue

As of March 15th, Muni stopped washing its vehicles as part of its water-saving effort during the drought. City regulations require that our bus washers use recycled water, but some washers are not equiped with recycling equipment. A limited amount of spot cleaning using buckets and brushes will continue both inside and outside of the vehicles.

In the meantime, Muni is looking at a number of alternatives including the possibility of retrofitting or modifying our bus washers with recycling devices or using reclaimed water from the Department of Public Works. The restriction on water use in no way affects our graffiti clean-up effort, which will continue unabated.


Munitoon
I can't wait for this drought to be over.
Remember garden sprinklers? And endless flower gardens?
Remember long showers?
Sigh.
And singing in a full tub?
I even remember WASHED buses!

Muni's First Black Driver Returns

Operator and Trainer Saluted

In February, at the monthly Civic Luncheon for Muni's award winners held at the Victorian Room of the Westin St. Francis Hotel, Muni also honored two old friends — the Railway's first black operator Audley Cole and the instructor who trained him, Wesley Mason.

Photo: Carmen Magana

Audley Cole and the man who trained him, Wes Mason.

Audley Cole was a motorman for Muni between 1941 and 1943, working for the Railway when operators and supervisors alike told him, "This is a white man's job." Cole endured insults and rejection, but in the long run paved the way for other blacks to become Muni operators.

After passing the Civil Service exam and being called for service by managers who at first did not know he was black, it was three months before Cole learned how to run a streetcar, during which time 14 motormen were suspended for refusing to train him.

Finally, Chief Instructor Wesley Mason, who later became Superintendent of Transportation, went out on a limb for Cole and set an example for the entire Railway by personally training him.

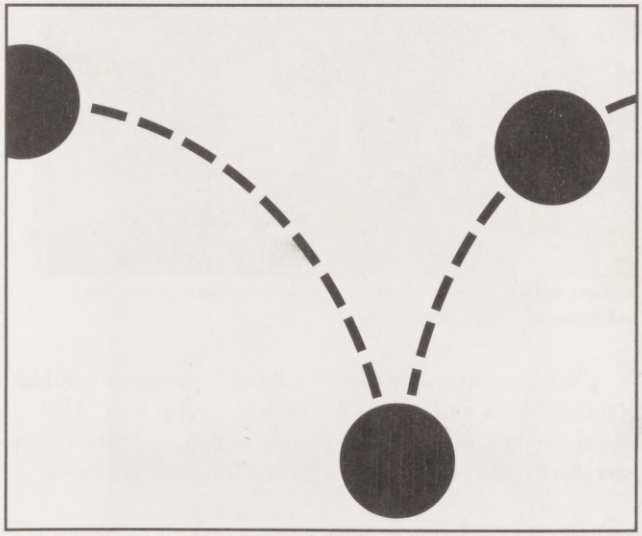
Hats off to Audley Cole and Wesley Mason for having the courage to change the face of Muni half a century ago. Although Cole only worked for Muni for two years, he effectively started a Civil Rights movement in San Francisco that preceded by almost 15 years the one launched by Rosa Parks when she refused to move to the "blacks only" rear of a bus in Alabama in 1955.

New "Artic" Diesels *continued from front panel*

The delivery of these motor coaches completes the Railway's current diesel replacement plan. Once trolley coach operation begins on the 31 Balboa line, scheduled for January 1992, Muni's oldest 1969 General Motors (GM) and 1975 American General (AMG) buses will all be removed from daily service. Forty of the old GMCs will be retained in a ready-reserve fleet to be used for emergency purposes.

Over the past eight years, Muni has replaced its old GM and AMG diesels with M.A.N. articulated buses, New Flyer 40-foot standard coaches, Orion 30-foot buses, and the most recent New Flyer articulated diesels.

It's Coming...



Credits

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